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# TO PREVENT COLLISIONS.

England and Other Nations Adopt New Sea Rules.

NEW CODE FOR FISHERMEN.

Subject Will Be Presented at Next Session of Congress.

The Times has received from E. T. Chamberlain, commissioner of the bureau of navigation, a copy of a memoranda concerning the new international rules for lights on fishing vessels. While the bureau is disposed to believe the adoption of this rule by the United States would be advantageous to American fishing vessels and maritime interests, it desires to obtain the views of those directly concerned.

For this reason and the fact that the adoption of this new law would be of considerable importance to our skippers and fishermen, the Times publishes extracts from the new law, hoping that those who have any suggestions to offer will make them to Commissioner Chamberlain or to the Times, who will be pleased to forward them to him.

In speaking of the law, the Bureau of Navigation says: "The laws were put in force by Great Britain, May 1, 1906, and are known as Revised International rules for preventing collisions at sea. They have been adopted by Great Britain, Germany, France, Italy, Japan, Sweden and 14 other countries. The subject will be presented at the next session of congress and the rules are now being circulated to obtain expressions of opinion.

"The advantages of uniform international signals at sea are recognized by all. Practically every foreign vessel visiting American waters will be acquainted with the new code of lights for fishing vessels and will know what course to follow when such lights are seen.

"Partly off-setting these advantages are the disadvantages of changing from any existing system to a new system and the cost (which will be slight) of the new lights.

"On the sea American fishing vessels under way are now carrying the ordinary colored side lights, and, if necessary, in addition the white masthead light or white range lights. On harbors and inland waters they carry a red light above a white light. They

do not carry lights specially designed for their protection indicating their occupation and the direction or kind of gear, as proposed in the new rules.

"The lights below are thus nearly all new to American fishing vessels. Generally speaking, a single all-round white light shows a single spot to be avoided; two all-round white lights or the exhibition of a second light to an approaching vessel warns that vessel to keep clear of a larger area. The new lights, in brief, warn other vessels that on account of its gear in the water a fishing vessel is not fairly free to manoeuvre, and is thus entitled to special consideration. The ordinary lights (preliminary paragraph of Article 9) show that a fishing vessel is free.

The rules as to the lights and signals of fishing vessels are as follows:

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Article 9. Fishing vessels and fishing boats, when under way and when not required by the article to carry or show the light hereinafter specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

a. Open boats, by which is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night, with out-lying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats, when fishing at night, with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least three feet below the first light and at a horizontal distance of at least five feet away from it in the direction in which the outlying tackle is attached.

b. Vessels and boats, except open boats as defined in subdivision a, when fishing with drift nets, shall so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than five feet and not more than 10 feet. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than three miles.

c. Vessels and boats, except open boats as defined in subdivision a, when line fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of subdivision h, shall carry the same lights as vessels fishing with drift nets. When shooting lines, or fishing with towing lines they shall carry the lights prescribed for a steam or sailing vessel under way respectively.

f. Fishing vessels and fishing boats may at any time use a flare-up light in addition to the lights which they are by this article required to carry and show, and they may also use working lights.

g. Every fishing vessel and every fishing boat under 150 feet in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

g. Every fishing vessel of 150 feet in length or upwards, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by Article 11.

Should any such vessel, whether under 150 feet in length, or of 150 feet in length or upwards, be attached to a net or other fishing gear, she shall, on the approach of other vessels, show an additional white light at least three feet below the anchor light, and at a horizontal distance of at least five feet away from it in the direction of the net or gear.

b. Vessels and boats, except open boats as defined in subdivision a, when fishing with drift nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than five feet and not more than 10 feet.

The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than three miles.

h. If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day signal required by subdivision k, at night show

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the light or lights prescribed for a vessel at anchor, and during fog, mist, falling snow, or heavy rain storms make the signal prescribed for a vessel at anchor. See subdivision d and the last paragraph of Article 15.

c. In fog, mist, falling snow or heavy rain storms, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag net, and vessels line fishing with their lines out, shall, if of 20 tons gross tonnage or upwards, respectively, at interval of not more than one minute make a blast, if steam vessels, with the whistle or siren, and if sailing vessels, with the fog horn; each blast to be followed by ringing the bell. Fishing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

k. All vessels or boats fishing with nets or lines, or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

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## FIGHT WITH SWORDFISH.

### Dory Pierced Twice and Occupant Had To Bail To Keep Afloat.

"Rod" MacDonald of sch. Stranger, which arrived at Boston on Monday night from Georges with swordfish, had a fight with one of the sea mongers in which he was decidedly worsted for a time.

MacDonald was in his dory barely in sight of the schooner when he saw his prey swimming in the water with his sword out.

When he speared him, the fish, maddened with pain, came at the dory viciously. MacDonald tried to hold him off, but the fish was so frenzied and active that all of his efforts were futile.

In the course of the struggle the sword was plunged through the boat in two places and MacDonald was obliged to let the fish go and bail out his boat till assistance came.

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### Mammoth Horse Mackerel.

What is claimed to be the largest mackerel ever seen on T wharf, Boston, was brought there yesterday from Provincetown. It weighed 900 pounds whole and and 600 pounds dressed. It head alone weighed 100 pounds. J. Burns & Co. secured it and had it on exhibition.

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### Mackerel in Casco Bay.

Mackerel are being caught with hook and line in Casco Bay. The number is very limited but the fact is an interesting one. Down along the Falmouth Foreside shore they are being caught by the summer residents there and some have been taken in the harbor. Mackerel are also being caught in limited numbers in fish weirs along the coast.